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## INFORMATION REPORT

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COUNTRY USSR(Kurgan Oblast)

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SUBJECT Komsomolka Automobile Works at Shadrinsk

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1. The Komsomolka Automobile Works is located in Shadrinsk (56-05N, 63-38E) about 1 km north of Shadrinsk Railway Station on the north edge of the town and on the Sverdlovsk-Kurgan single-track railway.<sup>1</sup> A branch line runs from the Shadrinsk Railway Station to the factory.  before the war 50X1-HUM the factory was in Tula (54-34N, 82-40E) and was transferred to Shadrinsk during the war.
2. The factory produced 160-170 three-ton ZIS trucks per day.<sup>2</sup> The daily output of engines, radiators, and small parts was about 200, most of which were spare parts or rejects. Parts, especially engines, were frequently not up to standard and had to be replaced.
3.  In addition to Soviets, there were ten German foreman 50X1-HUM who had been there since World War I. They spoke the Berlin dialect. There were about 2,000 Russian, Ukrainian  women workers. Included 50X1-HUM in this number were 200 German women who had earlier been employed in Kurgan (55-26N, 65-18E) felling and loading timber.  50X1-HUM  there were several times more men 50X1-HUM than women. German PWs who had been employed there had already left  50X1-HUM
4. There were two shifts of eight hours for women and three shifts of eight hours for men. Shifts often lasted for more than eight hours. Two or three times a month work ceased for part of a day to allow the machinery to be overhauled.
5. Most of the machinery was rather old. Some was of Soviet make  50X1-HUM
6. Electric power was supplied by the power station about 500 m northeast of the factory.  coal  was 50X1-HUM

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said to come from Stalinsk (53-44N, 87-10E), formerly Kuznetsk. The station covered an area of 200x100 - 150m. One transformer, or several, came from Siemens-Schuckert, Berlin

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7. Raw materials:
  - a. Iron, steel, sheet metal, and cables arrived by rail on the factory branch line. The place of origin was unknown.
  - b. At least part of the timber came from Kurgan.
8. Completed trucks were sent by rail to an unknown destination.
9. The factory was enclosed in two barbed-wire fences, the inner one about 2.5m high, the outer one somewhat lower. The distance of about 3m between the fences was said to be mined. Factory guards with dogs infrequently patrolled around the factory. At the entrances there were double guard posts, and at the entrance near the railway there was a small guard house.
10. According to a conservative estimate, the factory covered about 1000 x 600-700m. The north-south dimension was only an approximation. In addition to the buildings shown on the attached sketch, there were many more
11. The German women workers received 200 rubles per month in cash, plus housing and food in the camp. One kilogram of butter cost 60 rubles, and one kilogram of lard cost 80 rubles. There was a flourishing black market in Shadrinsk. There was much bartering, since there were few goods in the stores. Newly arrived goods were quickly sold out.
12. Treatment of the workers, with few exceptions, was good. The local population was friendly to the German women and on certain days, as ordered by the camp commandant, Lieutenant Suvorin, the German women were allowed to visit the town in groups of twenty.
13. The population was not particularly well-disposed towards the Communist regime. They complained of the hard living conditions and said that things were better in the past. The Ukrainian women at the factory who had been deported to Shadrinsk were almost all hostile to Communism.
14. The river Iset on the southern edge of Shadrinsk is about 40m wide and has a strong current. A wooden bridge in good condition connected the town with the south bank. The population of Shadrinsk was about 25,000.

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Attachment: Layout sketch of Komsomolka Automobile Works at Shadrinsk and key to sketch.

1. Comment: This factory is referred to in other reports as the ZIS Radiator Factory.

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2. Comment: this factory produces only radiators and not completed motor vehicles.

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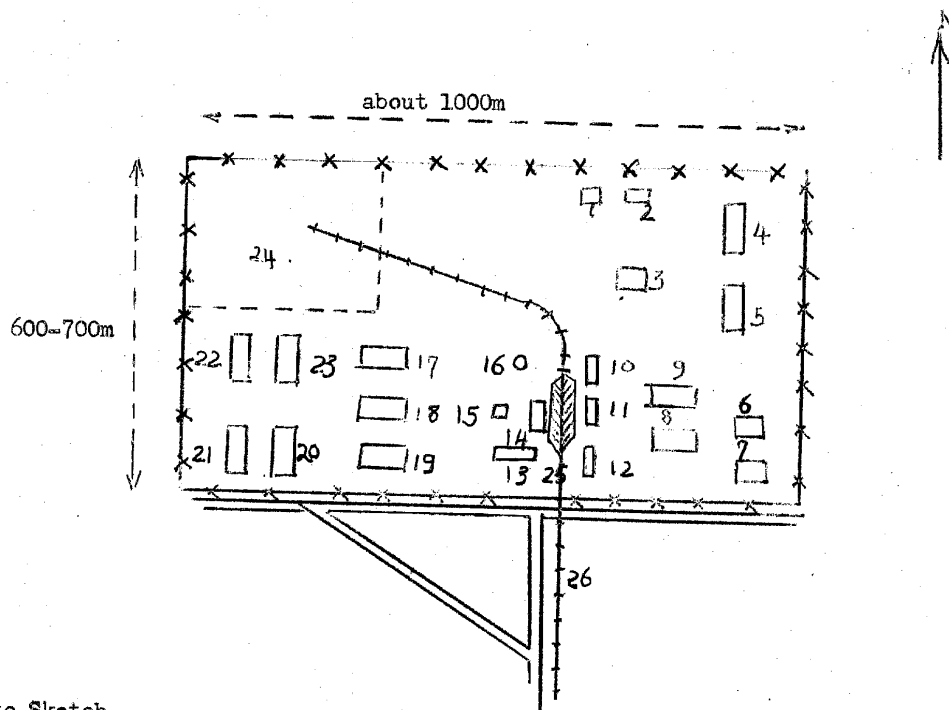
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Attachment

Komsomolka Automobile Works at Shadrinsk

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Key to Sketch

- 1 Long two-story stone buildings: administration and pay office.
- 2 Long, wide hut with very wide windows: design office.
- 3 Kitchen and canteen.
- 4 Three-story brick building, 50-60m long: ground floor, mechanical workshop; first floor, workshop for precision machines, partly equipped with conveyer belt; second floor, unknown.
- 5 Two-story brick building, 50-60m long: joiners' shop.
- 6 One-story building, 30-40m long: fitters' shop.
- 7 Same as 6: forge.
- 8 Long, wide hall: engine construction.
- 9 Same as 8: construction of chassis.
- 10-14 Stores (materials).
- 15 Brick shed with wooden tower: fire-fighting equipment.
- 16 Filling station.
- 17-23 Very long, high, and wide concrete halls. There may have been more than seven of these halls. [ ] they were used for assembly.
- 24 Parking space for finished trucks. They were loaded here on flatcars.
- 25 Small guard house.
- 26 Branch line with two long ramps near the stores. This line had side lines on some of which were travelling cranes. In the grounds of the factory there were also field railways with trucks.

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